

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claim 1-17 (Canceled)

18. (New) A tread on a tire having a carcass reinforcement surmounted by a crown reinforcement, the tread provided on its running surface with a plurality of tread grooves of depth  $h$ ; the grooves including at least circumferential grooves separated axially by ribs; the tread comprising at least one internal anti-rubber-on-rubber connection element forming a space which delimits a volume of filler material occupying said space; said filler material being removable from said space for creating a regrooving groove; said at least one anti-connection element, when viewed in a meridian section, having in part a contour identical to the contour of a wall of the regrooving groove; the radially outermost portion of said at least one anti-connection element located farthest from the tire's axis of rotation being spaced from the running surface by a distance  $h_1$  which is less than the depth  $h$  of the grooves; the radially innermost portion of said at least one anti-connection element located closest to the axis of rotation being spaced from the running surface by a maximum regrooving height  $H$ ; wherein said at least one anti-connection element includes at least one recess formed therein which receives rubber of said tread; the at least one recess arranged such that during tire travel when the tread is flattened against a road surface and said radially outermost portion of said at least one anti-connection

element opens on to the running surface after tread wear to expose the filler material, the rubber of said tread received in said recess is situated radially outwardly of, and in radially overlying relationship to, a portion of said filler material at a location radially inwardly of said radially outermost portion of said at least one anti-connection element for resisting radial forces tending to eject said filler material from said tread.

19. (New) The tread according to claim 18 wherein the at least one recess is arranged such that the rubber of the tread received therein forms at least one bridge extending completely across the filler material as the filler material is viewed in cross section.

20. (New) The tread according to claim 18 wherein the at least one anti-connection element includes a wall having a thickness in the range of 0.2 to 2 mm.

21. (New) The tread according to claim 18 wherein the at least one anti-connection element has an anti-sticking property relative to both the tread rubber and the filler material.

22. (New) The tread according to claim 21 wherein the at least one anti-connection element comprises a space filled with a solid material.

23. (New) The tread according to claim 21 wherein the at least one anti-connection element comprises a solid insert.

24. (New) The tread according to claim 18 wherein the at least one anti-connection element is formed of a tearable material.

25. (New) The tread according to claim 18 wherein the at least one anti-connection element includes a wall which forms the space containing the filler material, the space being completely encompassed by such wall.

26. (New) The tread according to claim 18 wherein the at least one anti-connection element includes a wall which forms the space containing the filler material, the space having a radially outward opening formed by two branches of the wall that are arranged generally parallel to an equatorial plane of the tire.

27. (New) The tread according to claim 18 wherein the distance ( $h - h_1$ ) is at least equal to a thickness of a wear indicator located in the bottom of each circumferential groove of the tread.

28. (New) The tread according to claim 26 wherein radially outer ends of the branches have respective contours in the form of circumferentially continuous lines of varying height, measured in a radial direction.

29. (New) The tread according to claim 28 wherein the contours are representative of a periodic function.

30. (New) The tread according to claim 26 wherein radially inner ends of said two branches are spaced apart by a distance at most equal to 6 mm.

31. (New) The tread according to claim 18 wherein the at least one anti-connection element comprises an incision formed between the tread rubber and the filler material.

32. (New) The tread according to claim 19 wherein the anti-connection element and the rubber filler material define a radially outer circumferential surface when the radially outermost portion of the at least one anti-connection element opens on to the running surface after tread wear, wherein the at least one bridge comprises a plurality of bridges spaced apart along such outer surface; each bridge defining a radially outer bridging surface, wherein a total area of said bridging surfaces is in the range of 5% to 35% of the area of the outer circumferential surface defined by the anti-connection element and the filler material.

33. (New) The tread according to claim 18 wherein the at least one anti-connection element comprises a plurality of anti-connection elements extending respectively in a circumferential direction of the tire and a plurality of anti-connection elements extending in a direction transversely of the circumferential direction.

34. (New) The tread according to claim 18 wherein the at least one anti-connection element includes an indicator for indicating when the at least one anti-connection element has come into contact with a roadway after tread wear.

35. (New) The tread according to claim 34 wherein the indicator comprises a coloration of the at least one anti-connection element which is different from a coloration of the tread.

36. (New) A process for manufacturing a non-vulcanized tread according to claim 19 comprising the following steps:

- a) producing a first profiled tread of non-vulcanized rubber mix including a groove corresponding to the regrooving groove to be created,
- b) providing the solid insert, which has anti-sticking properties relative to both the tread rubber and a filler material;
- c) inserting the insert into the groove corresponding to the regrooving groove such that the insert, when viewed in meridian section, closely corresponds to the form of the groove;
- d) inserting the filler material, comprising non-vulcanized rubber, into the space formed by the insert; and
- e) applying a second tread of non-vulcanized rubber mix over the first tread to form the at least one bridge.

37. (New) A method of regrooving a tread according to claim 19 wherein the at least one bridge comprises a plurality of spaced apart bridges; the distance ( $h-h_1$ ) being at least equal to a thickness of a wear indicator located in the bottom of at least some of the tread's circumferential grooves, the method comprising, after visualization of the radially upper ends of the anti-connection elements following

tread wear, of cutting out some, but less than all of the bridges and extracting the filler material by breaking the remaining bridges by traction.